

RESOLUTION NO. 667

A Resolution of the Washington State Transportation Commission regarding the I-90 Two Way Transit and HOV Project: (1) approving the addition of one HOV lane in each direction on the outer roadway between Seattle and Bellevue (Alternative R8A) as the “preferred alternative;” and (2) approving an amendment to the 1976 I-90 Memorandum Agreement to make Alternative R8A an integral step to future development of high capacity transit in the I-90 center roadway.

WHEREAS, *in 1976 King County, the City of Seattle, the Municipality of Metropolitan Seattle, the City of Mercer Island, the City of Bellevue, and the Washington State Transportation Commission executed a Memorandum Agreement (the 1976 I-90 Memorandum of Agreement) to govern future design and construction of I-90 from I-5 to I-405.*

WHEREAS, *the 1976 I-90 Memorandum of Agreement provided that future design and construction for I-90 was to be undertaken so that conversion of the center roadway to fixed guideway would be possible.*

WHEREAS, *the 1976 I-90 Memorandum of Agreement also recited that as a prerequisite to action by the Commission changing the configuration of and operation of I-90, concurrence of the other parties to the Memorandum would be respected to the greatest extent possible under the law.*

WHEREAS, *Sound Move, the ten-year plan for high-capacity transit in the Central Puget Sound region approved by voters on November 5, 1996 included a project to improve transit and HOV operations on I-90 between I-5 and I-405. In 1998, Sound Transit formed a Steering Committee to provide oversight for the I-90 Two Way Transit and HOV Project made up of the parties to the 1976 I-90 Memorandum of Agreement as well as Sound Transit, the Federal Highway Administration and Federal Transit Administration.*

WHEREAS, *in July 2003, after five years’ study of alternatives for improving transit and HOV operations on I-90, the Steering Committee identified Alternative R8A as its “preferred alternative” and declared it to be the first step toward the ultimate configuration of two-way high capacity transit operating in the center roadway. Alternative R8A provides for two-way transit and HOV operations in the outer roadway of I-90 and continuation for the present of reversible lane operations in the center roadway. A Final Environmental Impact Statement for the I-90 Two Way Transit and HOV Project was issued by the co-lead agencies, the Washington State Department of Transportation, Sound Transit and the Federal Highway Administration, in May 2004.*

WHEREAS, the Washington State Transportation Commission and the Washington State Department of Transportation, in their responsibility to operate I-90 as part of the interstate and state highway system, recognize that forthcoming changes to I-90 for the implementation of I-90 Two Way Transit and HOV Project as well as the future program for development of high capacity transit in the center roadway will require management actions through the I-90 corridor and its travelshed to assure that all travelshed communities and their citizens are fairly and equitably able to access the capacity of the Bellevue to Seattle portion of I-90 to serve their travel needs. In this respect the changes that will necessarily be made in access to I-90 from Mercer Island roadways will require future traffic management actions to assure the equitable access of Mercer Island and all other communities to the roadway.

WHEREAS, all parties to the 1976 I-90 Memorandum of Agreement have approved an amendment to include Sound Transit as a party to the agreement and to reflect current understandings regarding the future configuration of I-90 that reaffirm the commitment to conversion of the center roadway for use by high capacity transit, specifically:

- High capacity transit operating in the center roadway is the ultimate preferred configuration for I-90;
- Construction of high capacity transit operating in the center roadway should occur as soon as possible; and
- Implementation of high capacity transit should proceed as quickly as possible, depending on the outcome of required studies and on the securing of necessary funding.

NOW, THEREFORE, BE IT RESOLVED by the Washington State Transportation Commission, as follows:

The Commission approves Alternative R8A as the project to be built as the I-90 Two-Way Transit and HOV Project; and

The Commission approves the execution of the amendment to the 1976 I-90 Memorandum Agreement agreed to by its parties, including Sound Transit as a new signatory to the agreement.

The Commission affirms that its future actions relating to the operation and traffic management of I-90 will respect the future needs of all communities served in the I-90 travelshed

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for reasonable and equitable access to the I-90 roadways based on active utilization of appropriate traffic management tools and strategies.

ADOPTED this 16th day of September 2004.

WASHINGTON STATE TRANSPORTATION COMMISSION

DALE STEDMAN, Chair

A. DANIEL O'NEAL, Vice-Chair

ED BARNES, Member

AUBREY DAVIS, Member

ELMIRA FORNER, Member

RUTH FISHER, Member

A. MICHÈLE MAHER, Member

DOUGLAS B. MACDONALD
Ex-Officio Member
Secretary of Transportation

ATTEST:

APPROVED AS TO FORM:

JENNIFER ZIEGLER, Administrator

Assistant Attorney General

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